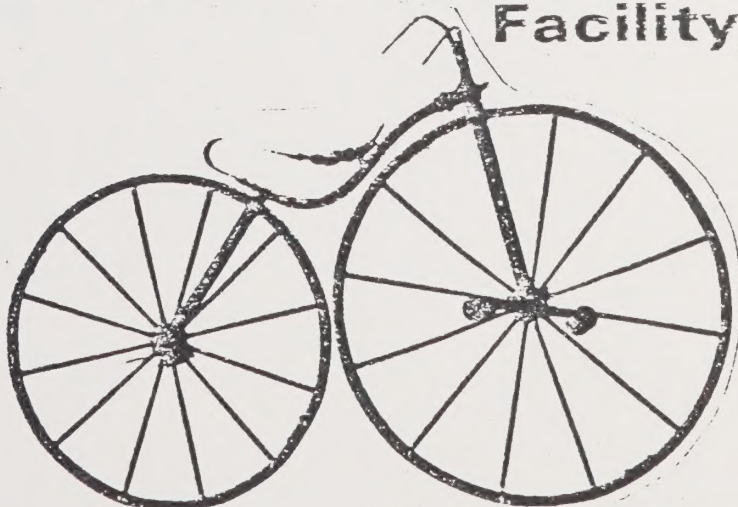


FINAL  
DRAFT

# Bicycle & Pedestrian Facility



Stanton, California



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City Council

Mayor Martha V. Weishaupt  
Vice-Mayor Gilbert Arbiso, Jr.  
Councilwoman Alicita Lewis  
Councilman Frank N. Marshott  
Councilman Albert J. Nuijens

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GENERAL PLANNING DIVISION

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## I INTRODUCTION

Nationwide interest in bicycle and pedestrian pathways has provided for the preparation of this Bicycle Pedestrian Facility (BPF) General Plan Element. The Transportation Development Act of 1971, as administered by the Southern California Association of Governments, approved the allocation of funds. The following GOALS, PROGRAM and IMPLEMENTATION planning will, with community support and participation, provide a basis for transportation and circulation that is directly related to the size and needs of Stanton.

Children on their way to school, families out for a "ride" and, one day, a "walk in the woods," an alternate to the automobile and relief from traffic congestion, an important part of the city's identity program—this and more will be realized in the future.

With City Council approval, public works crews can begin signing and striping bikeways along the existing streets. Long range alternates include the development of existing rights-of-way, park land, and private open space. The use of these areas is related to the Conservation and Open Space Elements of the General Plan (1972) and to coordinated development by public agencies and private interests.

Stanton, California, "The Crossroads," will have a pathway for its residents and visitors around and in the community. Bicycle and pedestrian facilities offer a reliable, healthful and "fun" way to travel.

# INTRODUCTION

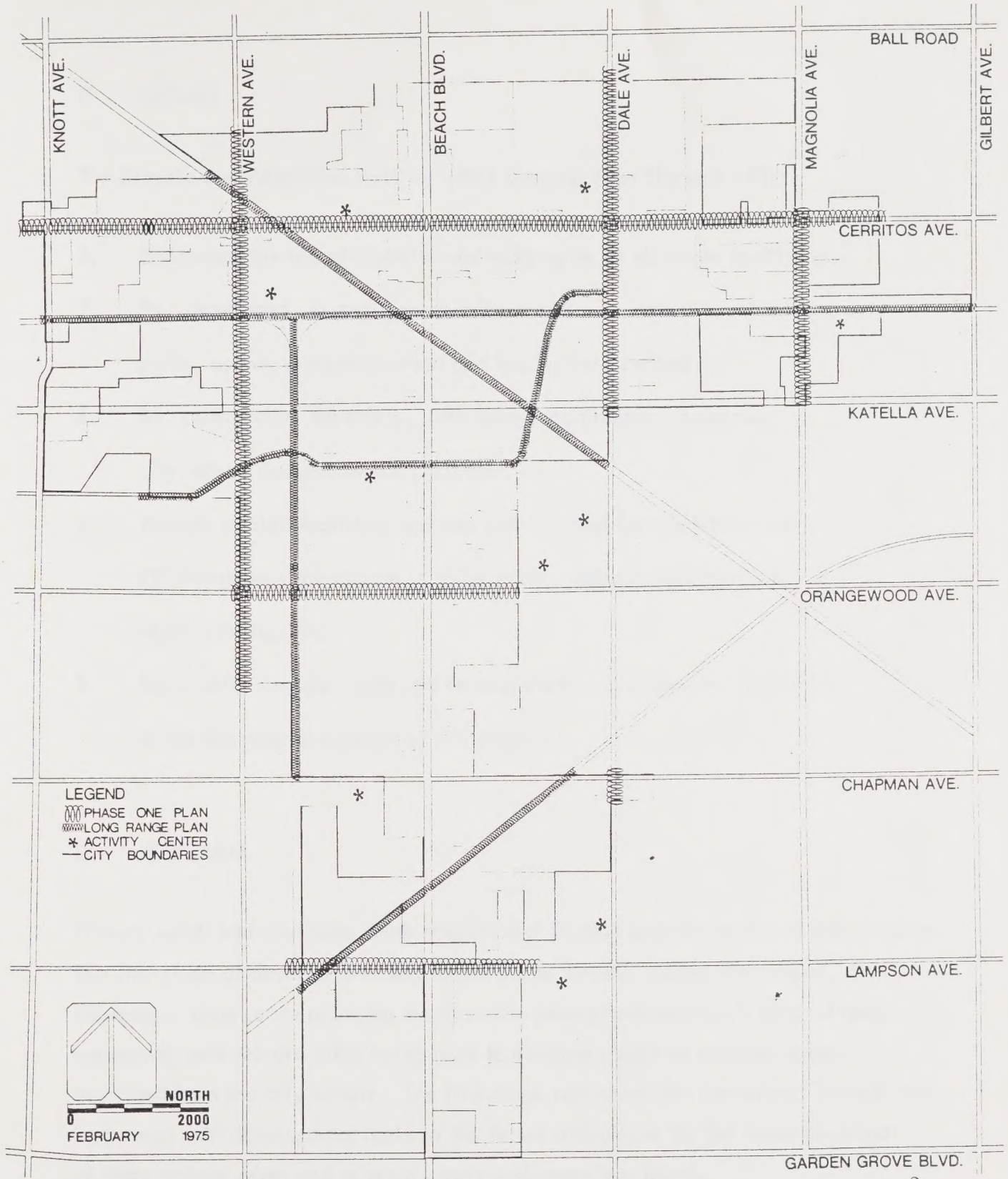
The purpose of this study is to investigate the relationship between the variables of interest. The study is designed to explore the factors that influence the outcome of the process. The research is based on a theoretical framework that suggests that the variables are interrelated. The study is conducted in a controlled environment to ensure the validity of the results. The data is collected through a series of experiments and is analyzed using statistical methods. The results of the study are presented in the following sections.

The study is organized as follows. The first section provides a brief overview of the research. The second section discusses the theoretical background and the hypotheses. The third section describes the methodology and the experimental design. The fourth section presents the results of the study. The fifth section discusses the implications of the findings and the limitations of the study. The final section provides a conclusion and suggestions for future research.

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## II GOALS

The Bicycle and Pedestrian Facility (BPF) General Plan Element will:

1. Encourage the use of bicycles and walking as an alternate to driving.
2. Be developed to serve community needs; e.g. travel to schools, parks, county recreation areas and employment centers.
3. Be constructed for safety, efficiency and pleasure, lessening city noise, congestion and pollution.
4. Provide related facilities and services required for the full use of BPF throughout the city; e.g. bike racks, pathway maintenance, night lighting, etc.
5. Adopt city, county, state and federal statutes and policies applicable to the full implementation of this program.

## III PROGRAM

Primary needs and available funds require that Stanton plan for a phased BPF program. The first stage of development uses existing city streets, signed and striped, as bikeways. Long range planning involves the conceptualization of rights-of-way, easements, and private areas being used to develop a trail or pathway system separated from the city streets. The first stage will serve the city almost immediately; long range BPF development looks to the future and allows for the implementation of these systems when and as areas, ways and means are found.





### Phase One

Cerritos, Magnolia, and Lampson Avenues, with an east-west orientation, and Dale and Western Avenues, north-south, create a bikeway system with service to schools and parks. Neighborhood streets, unmarked, will feed bicyclists toward these routes.

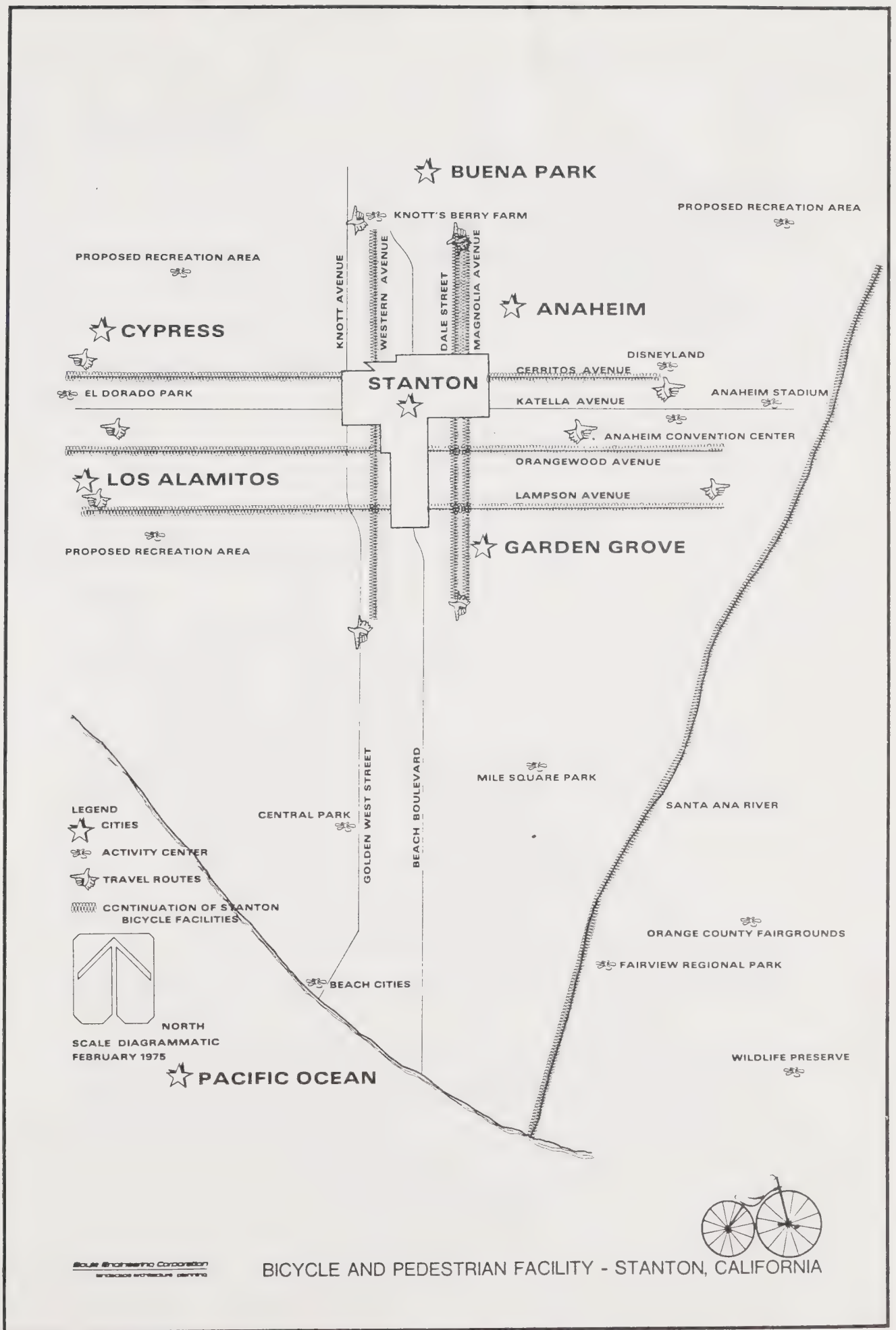
Existing street rights-of-way are easily adapted to bikeway use. Redistribution of parking, signing and lane striping or marking will be necessary. The routes selected have the orientation and continuity needed to serve as the prime links from neighborhood areas throughout the city.

### Long Range Planning

This system will provide safe and separate ways for bicyclists, hikers, and automobiles, a network of bicycle and hiking trails removed from city traffic. Major rights-of-way, easement, and utility alignments are all potential routes for the BPF. These areas can be joined with existing public and private spaces, thus complementing proposed Conservation and Open Space Elements.











#### IV IMPLEMENTATION

BPF for Stanton will be made possible with civic activity, resident interest, and active support of related programs. Development costs, funding programs, updating of the Stanton Municipal Code, considerations in Public Works and Recreation and Parks Departments operating budgets, graphic signing/stripping requirements and potential problems must all be taken into account. The BPF is shaped by this IMPLEMENTATION planning.

##### Facilities

University of California Institute of Transportation and Traffic Engineering has described various bikeway classifications for the State of California. This systematic designation of facility classifications has been widely accepted throughout the United States.

Bikeways: Bicycle facilities, regardless of whether they are reserved for the exclusive use of bicycles or are shared with other forms of transportation.

(Class I) - Bikepath: Designated exclusively for bicycles and physically separated from motor vehicle traffic. Pedestrian, equestrian and motorist cross traffic is limited.

(Class II) - Bikelane: Restricted on-street right-of-way for bicycles, separated from motor vehicle traffic by a colored marking stripe or a reserved, on-street lane separated by a physical barrier such as median island landscape area, concrete bumper stops, or placement between parked cars and the curb.

(Class III) - Bikeroute: Shared right-of-way located on lightly traveled streets and roadways; designated by standard "Bike Route" signs placed on posts or stencilled on the pavement.

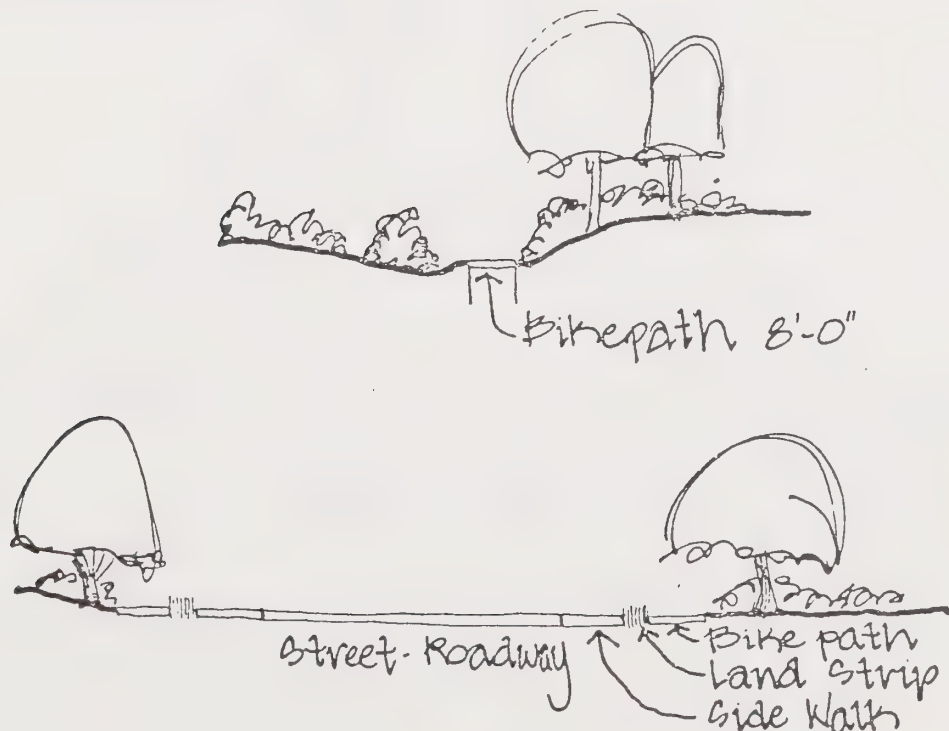


Stanton's Class I bikepaths may be located in parks, easements or along utility alignments. They are proposed long range bikeways and will also provide open space and hiking.

Bikelanes (Class II) have psychological, rather than physical, protection for the cyclist. They are considered "secondary" or "unprotected" bikelanes if separated by a colored strip; "primary" or "protected" if a physical barrier is installed.

The least expensive bikeway is a Class III bikeroute. Phase One planning establishes direct, desirable routes along low-traffic roadways. The costs are limited to signing, striping and to the redesign and installation of drainage grates where needed.

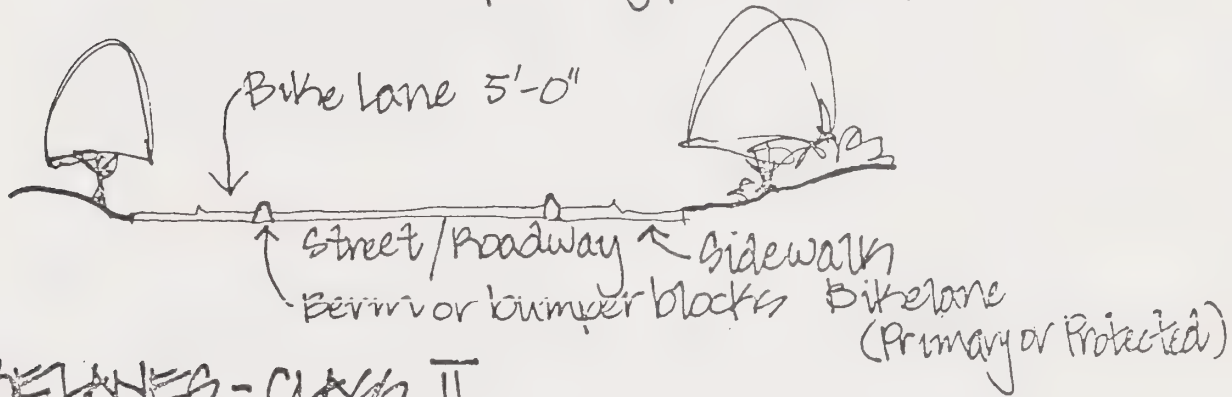
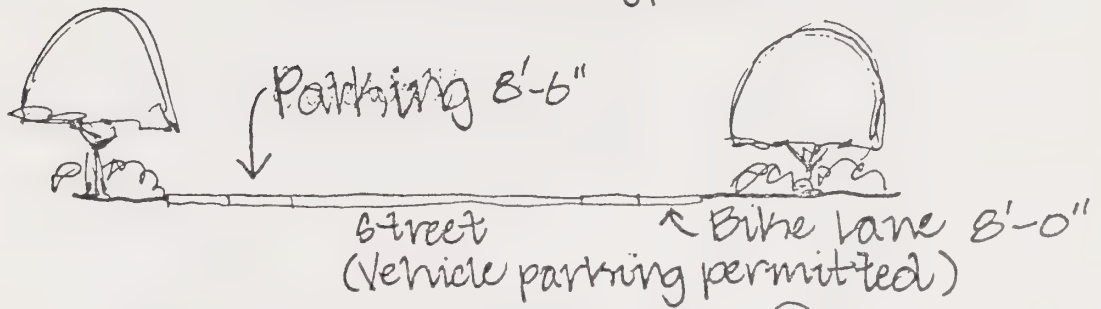
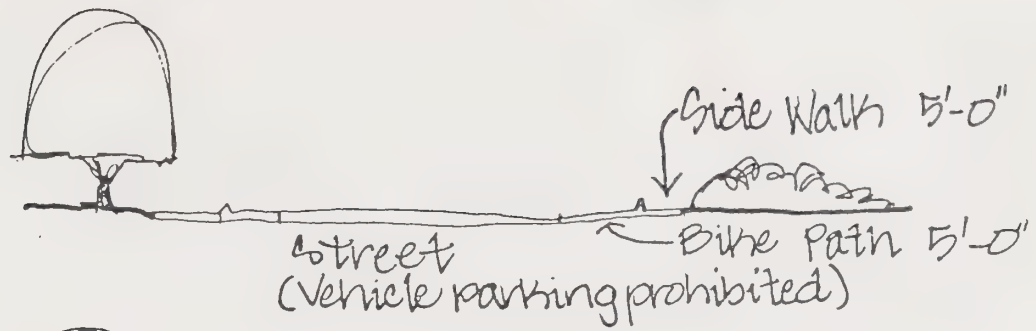
Bike-walk paths are possible in some areas of the city. If pedestrian traffic is light and ramps or curb cuts are provided at street crossings, cyclists may share the sidewalk. Special consideration must be given the citizen and this type of development restricted (none are presently indicated on the BPF Plan).



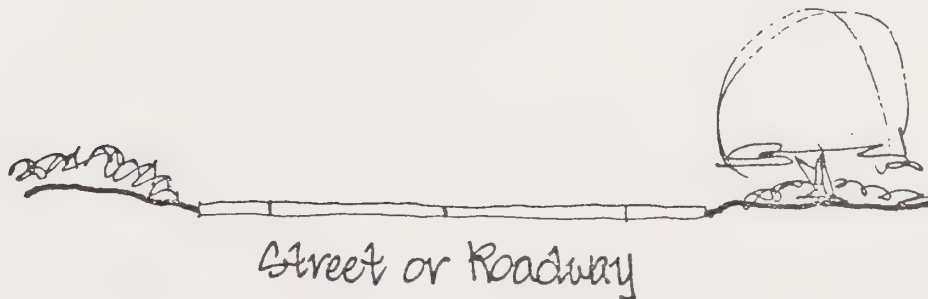
**BIKEPATH - CLASS I**







## BIKE LANES - CLASS II



## BIKE ROUTE - CLASS III



## Education

BPF users will need to become aware of the pathway system, its functions, limitations, city and state legal requirements—providing total use, safe operation, and recreation for all. A program directed through communication media, school and police department functions, and clear signing standards can do this. It will include:

- A. Discussion of the bicycle-use history, types, etc.
- B. Equipment—required by law, optional
- C. Bicycle maintenance
- D. Licensing
- E. BPF, highway and traffic signs and signals
- F. Laws—city and state
- G. Safety rules

## Legal

The Stanton Municipal Code has no BPF provisions. California Vehicle Code contains bicycle laws now enforced by city police and California Highway Patrol. Final implementation of Bicycle and Pedestrian Facilities will require city statutes for protection of citizens, property, and compliance with future demands of the system.

- A. On-street bikeways
- B. Off-street hiking-biking paths
- C. Licensing requirements
- D. Policing requirements

.....these codes, definitions, and others must be established.

## Technical

California Department of Transportation (CALTRANS) has defined and described bikeway design standards for the state. SB 821 funding requires that all facilities meet Highway Design Manual, Section 7-180.1 standards (these have been reproduced in the Appendix).

CALTRANS is responsible for bike routes on state highways and has developed these standards accordingly. A width of 4' to 5' for bike lanes is described—Stanton BPF Phase One provides 7'. All other Highway Design Manual criteria is directly applicable to BPF Phase One and Long Range Planning (LRP) development.





Grade separations, recommended for LRP bikeways, are a positive means of resolving vehicular/pedestrian/cyclist conflicts. Implementation may be limited by cost and physical constraints. Future consideration may allow their coordinated development at significantly lower cost and in areas where adequate circulation space and grade differential are available.

Curb cuts or ramping is needed at intersections. At a 4' width, 12:1 slope they will also provide for wheelchairs and baby carriages. Relative speeds of cyclists and pedestrians related to the motorists' expectations must be considered at intersections and clear vision lanes, etc.

Control of vehicular traffic at signed, signalized and open intersections is also required. In some areas "YIELD" signs may be changed to "STOP"/"SIGNALS" yellow-red-green timing advanced. The confusion of vehicular/cycle maneuvers at intersections is a continuing problem. Orderly flow of all traffic is desired for Stanton.

Bikeway Graphics (see Appendix) are based on the Uniform Manual on Traffic Control Devices: Bike Routes (UM D 11-1)  
Bike Crossing (UM W-11-1)

. . . it is suggested that the height of these signs be set lower than the specified minimums (7') as the cyclist's field of vision is generally lower than the motorist's. 4' to 5' from the pavement to bottom of sign is adequate. Sign visibility and barriers (landscape, parked cars, etc.) must be considered.

Pavement markings or striping and signing should also conform to UM standards—solid white or "strong yellow-green" maintained in good condition.



## Costs

### Phase One

A. Project planning (city staff)		\$ 1,500.00
B. Project engineering and design		3,000.00
C. R.O.W. Acquisition		N.A.
D. 17 lineal miles (labor and materials-city forces)	\$10,200.00	
100 signs (complete)	<u>4,800.00</u>	<u>15,000.00</u>
Grand total		<u><u>\$19,500.00</u></u>
Cost per mile		<u><u>\$ 1,150.00+</u></u>

Note: Cost projections are based on July 1975 index and assume installation by city forces.

Long Range Development (LRD) costs are difficult to evaluate. They range from \$15,000.00 to \$21,000.00 per mile, by Orange County Planning Department estimates, for facility development. Land acquisition can be the biggest cost, according to the Orange County Road Department, averaging \$30,000.00 per mile. LRP proposes utilizing major rights-of-way, easement and utility alignments developed in conjunction with existing public and private spaces.

The projected cost:

7.8 miles at	up-to \$41,000 per mile	\$320,000.00
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. . . will be shared by the city, county, state/federal government or agency and a co-developer. Proposed use of railroad right-of-way for Orange County Rapid Transit provides a specific example.



Discussion with Orange County Rapid Transit District staff in late 1974 indicated that some 10' to 20' of landscaped right-of-way could be available for city use. This area is included in LRP proposals. Participation with Orange County Planning and Orange County Harbors, Beaches and Parks bikeway plans is possible.

Freeway construction averages over \$10,000,000.00 per mile. BPF for Stanton is relatively low in cost and can be implemented by the Council and city staff with coordinated planning, design and construction of bikeways.





## Funding

Bikeway facilities funding is available from a variety of sources, including federal, state and private programs for land acquisition, planning and construction. These are constantly changing. The Council, Planning Commission and city staff must be alert to such changes as new funding programs and policies and to grant terminations.

Federal assistance takes many forms; some of it is either directly or indirectly beneficial to Stanton.

Funding is available to the State from the Federal Highway Administration of the U.S. Department of Transportation. The Federal Aid Highway Act of 1973 made available \$40 million for the nation including a maximum of \$2 million per state for three years for bikeway and pedestrian walkway projects undertaken independently of highway construction projects. Funding assistance for specific bikeway and pedestrian projects is available through CALTRANS and SCAG. Specific questions may be directed to the U.S. Department of Transportation, Washington, D.C. 20590.

The Land and Water Conservation Fund, administered by the Department of Interior's Bureau of Outdoor Recreation, has annual apportionments for the State of California. These have been used for bicycle facilities development on numerous occasions. Our apportionment is administered and funds allocated to projects through the state outdoor recreation liaison officer. Governor Brown has designated California Parks & Recreation.

Land and Water Conservation Fund monies are distributed on a 50-50 matching ratio, with federal funds matched by local resources. A detailed discussion of application procedures may be obtained from "Outdoor Recreation Grants-in-Aid Manual," Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Specific information may be obtained from the state outdoor recreation liaison officer, the regional office of the Bureau of Outdoor Recreation, or by contacting the Director, Bureau of Outdoor Recreation, U.S. Department of the Interior, Washington, D.C. 20240.



The State and Local Fiscal Assistance Act of 1972 (P.L. 92-512), known as "general revenue sharing" makes available more than \$6 billion annually. Funds are apportioned on the basis of population and other social indicators. Stanton's recent census has increased the city's share of funds. General revenue sharing funds may be spent for bicycle programs and facilities.

Detailed information on the State and Local Fiscal Assistance Act and related regulations is available from the Office of Revenue Sharing, U. S. Department of the Treasury, Washington, D.C. 20226.

Limited funds are also available under the Economic Development Administration's Public Works Impact Program. This was established to provide immediate construction jobs in areas with a large concentration of low-income persons, substantial outmigration, or substantial unemployment because of the closing of a major source of employment. The projects need not relate to an overall economic development program or provide long-term employment opportunities. Funding is available on an 80/20 matching basis, although matching money may be waived if Stanton can demonstrate that it has exhausted its taxing and borrowing capacity. Further information is available from the Economic Development Administration, U.S. Department of Commerce, Washington, D.C. 20230, or the regional office.

The State of California, Planning Office, which processes all applications for federal funds will advise Stanton on relevant new federal programs or changes in existing programs. The Office of Management and Budget, Washington, D.C. 20230 may also be contacted.

State bicycle-oriented legislation ranging from feasibility studies for statewide bikeways to providing specified funding for bikeway construction is expanding rapidly. Many bills center around safety education, calling for classroom instruction similar to programs previously adopted in such states as Maryland, New York, and Illinois.



SB 821, passed in 1973, amended the Transportation Development Act (SB 325) to allow that 2 percent of the available funds be made available for facilities provided for the exclusive use of bicycles and pedestrians. Southern California Association of Governments (SCAG) was authorized to distribute these monies to its member counties based on priorities. Stanton's share, projected to exceed \$8,000.00, may fund Phase I bikepaths (see Costs).

The state legislature and County of Orange supervisors are working to provide a range of facilities related to Stanton's BPF. Orange County Planning Office master plan, coordinated with those of Stanton's neighbors, provide the connections to all areas of the county. These in turn will eventually be intra-related to other counties and to the statewide system.

A bill was introduced to require the State Department of Parks and Recreation to operate and maintain overnight accommodations for hikers and cyclists in the state park system and to acquire lands and facilities for such accommodations. This bill would establish a cause of action against a person who has bought, received, possessed or withheld a stolen bicycle under circumstances that would make such conduct a violation of specified provisions of the penal code; and authorizes award of damages and recovery of reasonable attorney's fees.

Continuing support of state programs is encouraged. The Stanton BPF should be updated to meet other routes, programs or needs as necessary. The APPENDIX includes a list of examples of state legislation introduced and/or enacted in 1974. Some of this legislation is needed in the State of California as well.

Stanton landowners may donate or lease easement rights on private properties for bicycle facilities so that their surrounding land may retain its character. Up to 30 percent of adjusted gross income of a gift of land may be deducted for federal income tax purposes. Rutherford H. Platt in Open Land in Urban Illinois notes:





"In the case of land whose value has appreciated greatly in the hands of the donor, the net after-tax cost of a donation as compared with a sale may be surprisingly low for the high tax bracket taxpayer . . . the deduction for a donation of land is measured by its value at the date of the gift rather than at the original price. If the land is sold, a tax must be paid on 'appreciation,' the difference between the actual acquisition cost and the sale price, which even at long-term capital gains rates runs as high as 25 percent. The savings of taxes due to deducting the appreciated value as a donation may actually exceed the net proceeds of a sale remaining after payment of the capital gains tax."

## V APPENDIX

Exhibit "A "	Examples of State Legislation Introduced and/or Enacted in 1974
Exhibit "B "	Uniform Vehicle Code Words and Phrases Defined
Exhibit "C "	Highway Design Manual
Exhibit "D-1 "	Street Bikeway
Exhibit "D-2 "	Bikeway Graphics



EXAMPLES OF STATE LEGISLATION  
INTRODUCED AND/OR ENACTED IN 1974

Arizona - A bill introduced which will levy a tax of one-half of one percent on the sale of bicycles at retail to create a permanent bikepath capital outlay revolving fund. The State Department of Transportation would disburse the funds to cities, towns, counties or state agencies on a 50/50 matching basis.

Colorado - A bill would establish a statewide bicycle registration system with licensing and a fee of \$3.00 which, after administrative costs are deducted, would be transferred into a bicycle path fund for construction and maintenance of bikeways; in addition, a tax of \$1.50 is levied on the sale of bicycles and, after expenses are removed, deposited in the bicycle path fund.

Florida - A bill was introduced to provide for establishing the Florida Recreation Trails System, a statewide network of trails to be used for bicycles, hiking, and horseback riding where feasible. Another bill would permit any person traveling by bicycle to pass free over all toll bridges and to ride free on all ferries.

Hawaii - One of 20 bills would amend existing statutes to provide that not less than one percent of all taxes expended by the State Highway Fund are used for the design and construction of bikeways in the county in which the taxes are collected.

Illinois - A bill would provide that the curriculum in all public schools from kindergarten through the third grade include a course pertaining to bicycles, pedestrian and bus safety, traffic rules and regulations of the Illinois Vehicle Code which relate to bicycles and pedestrians.

Maryland - A bill was introduced to direct the governor to declare the first Saturday in April of each year as "Ride a Bicycle Day" to encourage bicycle riding.

Missouri - A bill introduced to provide that the state Highway Commission must expend a minimum of one percent of existing funds for establishing and maintaining bikeways.

North Carolina - Enacted legislation to develop and construct a statewide bikeway system; develop bikeway demonstration projects and safety training programs; develop policies and procedures for constructing, marking, and operating bikeways in the state; and for the registration and security of bicycles.

Vermont - A bill introduced in the state legislature would provide that all elementary school students in the state would take a course of at least 20 hours of classroom instruction in bicycle safety; the state would pay a reasonable cost to each school providing an approved course.

Washington - A bill would increase the amount to be expended by the State Highway Department or by a city, town or county for bikeways, pedestrian or equestrian trails from one-half of one percent to three percent of the total amount of funds received from the state's Motor Vehicle Fund.



In addition, much state legislation relates to reflectors and other safety devices as states update their vehicle codes with stress on the bicycle as an important transportation vehicle. The current energy shortage concern will undoubtedly enhance the role of the bicycle in legislative deliberations.





UNIFORM VEHICLE CODE  
Words and Phrases Defined

Section BICYCLE

Every device propelled by human power upon which any person may ride, having two tandem wheels either of which is more than 14 inches in diameter.

Section VEHICLE (bicycle not a)

Every device in, upon or by which any person or property is or may be transported or drawn upon a highway, excepting devices moved by human power or used exclusively upon sanitary rails or tracks.

Article OPERATION OF BICYCLES AND PLAY VEHICLES

Section RIDING ON BICYCLES

a. A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

b. No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

Section CLINGING TO VEHICLES

No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach same or himself to any (streetcar or) vehicle upon a roadway.

Section RIDING ON ROADWAYS AND BICYCLE PATHS

a. Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

b. Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.



c. .Wherever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

Section                    CARRYING ARTICLES

No person operating a bicycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars.

Section                    LAMPS AND OTHER EQUIPMENT ON BICYCLES

a. Every bicycle when in use at night-time shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type approved by the department which shall be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

b. No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least 100 feet, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.

c. Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement.

Article                    MODEL TRAFFIC ORDINANCE  
                                 Regulations for Bicycles

Section                    EFFECT OF REGULATIONS

a. It is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this article.

b. The parent of any child and the guardian ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this ordinance.

c. These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles subject to those exceptions stated herein.



Section                    LICENSE REQUIRED

No person shall ride or propel a bicycle on any street or upon any public path set aside for the exclusive use of bicycles unless such bicycle has been licensed and a license plate is attached thereto as provided herein.

Section                    LICENSE APPLICATION

Application for a bicycle license and license plate shall be made upon a form provided by the city and shall be made to the (chief of police). An annual license fee of \$ \_\_\_\_\_ shall be paid to the city before each license or renewal thereof is granted.

Section                    ISSUANCE OF LICENSE

a. The (chief of police) upon receiving proper application therefor is authorized to issue a bicycle license which shall be effective until (the next succeeding first day of July).

b. The (chief of police) shall not issue a license for any bicycle when he knows or has reasonable ground to believe that the applicant is not the owner of or entitled to the possession of such bicycle.

c. The (chief of police) shall keep a record of the number of each license, the date issued, the name and address of the person to whom issued, and the number on the frame of the bicycle for which issued, and a record of all bicycle license fees collected by him.

Section                    ATTACHMENT OF LICENSE PLATE

a. The (chief of police) upon issuing a bicycle license shall also issue a license plate bearing the license number assigned to the bicycle, the name of the city, and (the calendar year for which issued)(the expiration date thereof).

b. The (chief of police) shall cause such license plate to be firmly attached to the rear mudguard or frame of the bicycle for which issued in such position as to be plainly visible from the rear.

c. No person shall remove a license plate from a bicycle during the period for which issued except upon a transfer of ownership or in the event the bicycle is dismantled and no longer operated upon any street in this city.





Section                    INSPECTION OF BICYCLES

The chief of police, or an officer assigned such responsibility, shall inspect each bicycle before licensing the same and shall refuse a license for any bicycle which he determines is in unsafe mechanical condition.

Section                    RENEWAL OF LICENSE

Upon the expiration of any bicycle license the same may be renewed upon application and payment of the same fee as upon an original application.

Section                    TRANSFER OF OWNERSHIP

Upon the sale or other transfer of a licensed bicycle the licensee shall remove the license plate and shall either surrender the same to the (chief of police) or may upon proper application but without payment of additional fee have said plate assigned to another bicycle owned by the applicant.

Section                    RENTAL AGENCIES

A rental agency shall not rent or offer any bicycle for rent unless the bicycle is licensed and a license plate is attached thereto as provided herein and such bicycle is equipped with the lamps and other equipment required by the state vehicle code.

Section                    BICYCLE DEALERS

Every person engaged in the business of buying or selling new or secondhand bicycles shall make a report to the (chief of police) of every bicycle purchased or sold by such dealer, giving the name and address of the person from whom purchased or to whom sold, a description of such bicycle by name or make, the frame number thereof, and the number of license plate, if any, found thereon.

Section                    TRAFFIC ORDINANCES APPLY TO PERSONS RIDING BICYCLES

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this ordinance, except as to the special regulations in this article and except as to those provisions of this ordinance which by their nature can have no application.

Section 1: Introduction

The first part of the report is an introduction to the project. It describes the purpose of the study, the objectives, and the scope of the work. It also provides a brief overview of the methodology used in the research.

Section 2: Literature Review

The second part of the report is a literature review. It discusses the current state of knowledge on the topic and identifies the gaps in the literature that the study aims to address.

Section 3: Methodology

The third part of the report describes the methodology used in the study. It details the research design, the data collection methods, and the analysis techniques. It also discusses the limitations of the study and the potential for bias.

Section 4: Results

The fourth part of the report presents the results of the study. It includes a summary of the findings, a discussion of the implications of the results, and a comparison of the findings with the literature reviewed in the previous section.

Section 5: Conclusion

The fifth part of the report is the conclusion. It summarizes the main findings of the study and discusses the implications for future research. It also provides a final statement on the value of the study and the contributions it has made to the field.

Section 6: References

The sixth part of the report is the references section. It lists all the sources of information used in the study, including books, articles, and other documents. It also includes a list of the authors' contact information and a statement of the authors' contributions to the work.



Section OBEDIENCE TO TRAFFIC-CONTROL DEVICES

a. Any person operating a bicycle shall obey the instructions of official traffic-control devices applicable to vehicles, unless otherwise directed by a police officer.

b. Whenever authorized signs are erected indicating that no right or left or U-turn is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.

Section PARKING

a. No person shall ride a bicycle upon a sidewalk within a business district.

b. The (chief of police) is authorized to erect signs on any sidewalk or roadway prohibiting the riding of bicycles thereon by any person and when such signs are in place no person shall disobey the same.

ALTERNATE b. No person (15) or more years of age shall ride a bicycle upon any sidewalk in any district.

c. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

Section PENALTIES

Every person convicted of a violation of any provision of this article shall be punished by a fine of not more than \$ \_\_\_\_\_ or by imprisonment for not more than \_\_\_\_\_ days or by removal and detention of the license plate from such person's bicycle for a period not to exceed \_\_\_\_\_ days or by impounding of such person's bicycle for a period not to exceed \_\_\_\_\_ days or by any combination thereof.

Section RESTRICTIONS UPON USE OF STREETS BY CERTAIN VEHICLES

a. The city traffic engineer is hereby authorized to determine and designate those heavily traveled streets upon which shall be prohibited the use of the roadway by motor-driven cycles, bicycles, horsedrawn vehicles or other non-motorized traffic and shall erect appropriate signs giving notice thereof.

b. When signs are so erected giving notice thereof, no person shall disobey the restrictions stated on such signs.



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# CONSTITUTION OF THE UNITED STATES

Article I

Section 1. All legislative Powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives.

Section 2. The House of Representatives shall be composed of Members chosen every second Year by the People of the several States, and the Electors in each State shall have the Qualifications requisite for Electors in that State.

Section 3. The Senate shall be composed of two Senators from each State, chosen by the Legislature thereof, for six Years; and each Senator shall have the Qualifications requisite for Senators in that State.

## Article II

Section 1

The executive Power shall be vested in a President of the United States of America. He shall hold his Office for four Years; and, except in Cases of Impeachment, shall not be re-elected.

Section 2. The President shall be elected by the Electors in each State, and the Electors shall have the Qualifications requisite for Electors in that State.

Section 3. The President shall be Commander in Chief of the Army and Navy of the United States, and of the Militia of the several States, and may execute all the executive Powers vested in him by this Constitution.

Section 4. The President shall have the Power to grant Reprieves and Pardons for all Offenses against the United States, except in Cases of Impeachment.

Section 5. The President shall have the Power to make Treaties, provided two thirds of the Senators present concur.

Section 6. The President shall have the Power to nominate and to receive, and to appoint and to receive, Ambassadors, other public Ministers and Consuls, Judges of the supreme and inferior Courts, and all other Officers of the United States, provided that the Appointment of Judges, Judges of the supreme and inferior Courts, and all other Officers of the United States, shall be made by the President, by and with the Advice and Consent of the Senate.

## Article III

Section 1

The judicial Power shall be vested in one supreme Court, and in such inferior Courts as the Congress may from time to time ordain and establish. The Judges, both of the supreme and inferior Courts, shall hold their Offices during good Behaviour.

Section 2. The supreme Court shall consist of a Chief Justice, and of six Associates, who shall be appointed by the President, by and with the Advice and Consent of the Senate.

Section 3. The Trial of all Crimes, except in Cases of Impeachment, shall be by Jury; and the Trial of all Cases, except in Cases of Impeachment, shall be by Jury.

Section 4. The President, Judges, and all Officers of the United States, shall be impeachable by the House of Representatives, and removable by the Senate.

## Article IV

Section 1

Full Faith and Credit shall be given to the public Acts, Records, and judicial Proceedings of every State. And the United States shall guarantee to every State in this Union a Republican Form of Government.

Section 2. No State shall enter into any Treaty, Alliance, or Confederation with any foreign State, or engage in War, unless authorized by the Congress.

Section 3. No State shall be deprived of its equal Footing with the other States in the Union.

Section 4. No State shall be deprived of its equal Footing with the other States in the Union.